

## City of Sierra Vista Safe Bicycle and Pedestrian Routes Plan

Contract # TO8-49-U0001  
Purchase Order PG TD0489  
Task Assignment MPD 31-10

### Technical Advisory Committee Meeting No. 1

August 11, 2010  
North Wing Conference Room  
Sierra Vista City Hall  
1011 N. Coronado Drive

Call-in# 1-866-726-6516  
Code: 227698437  
9:00 a.m. - 12:00 p.m.

### ATTENDANCE

Michael Sanders, <i>ADOT MPD</i>	Ryan Kooi, <i>City of Sierra Vista, Public Works</i>
Linda Ritter, <i>ADOT CCP (via telephone)</i>	Tom Engel, <i>ADOT Safford District</i>
Jeff Pregler, <i>City of Sierra Vista</i>	Kay McNeely, <i>Arizona State Land Department</i>
Donald Brush, <i>City of Sierra Vista</i>	Karen Lamberton, <i>Cochise County</i>
Kathy Boyle, <i>ADOT CCP</i>	
John Wettack, <i>Sierra Vista-Cochise County Bicycle Advocacy</i>	

#### Consultant Staff in Attendance

Brent Crowther, *Kimley-Horn & Associates, Inc.*  
Mike Colety, *Kimley-Horn & Associates, Inc.*  
Melissa Benton, *Gordley Design Group (via teleconference)*

### MEETING SUMMARY

A Technical Advisory Committee (TAC) meeting was held for the City of Sierra Vista Safe Bicycle and Pedestrian Routes Study, on Wednesday, August 11, 2010. The purpose of the TAC meeting was to present the draft Work Plan for review and comment, and to solicit TAC member perspectives for the study. A brief field review was also conducted.

The following summarizes key discussion items.

#### Introductions

Mike Sanders, ADOT Project Manager, allowed for self-introductions. Each TAC member was able to express their primary interest in the study.

- Kathy Boyle, ADOT Communications, serves as a resource for the team as it relates to intergovernmental relations.
- Karen Lamberton, Cochise County Transportation Planner, stated that she receives a lot of calls about bicycle and pedestrian issues, and most are in the Sierra Vista area.
- Kathy McNeely, Arizona State Land Department, stated that there are state trust lands within the study area. It is important to remember that state trust land does not mean open space; the state can't give the land away. She is supportive of a trail system, but appropriate planning, permitting, etc. needs to occur.
- Tom Engel, ADOT Safford District, Maintenance and Development Engineer stated that Sierra Vista is the most active community in the Safford District in the transportation enhancements program. His primary interest in the study is to provide guidance, and serve as a resource.
- Ryan Kooi, Analyst, Sierra Vista, Public Works, was originally tasked by the City Council to manage implementation of the City's shared use pathway system.
- John Wettack, private citizen, representing bicycle advocates, wants to have bicycle routes that reach destinations, path or on-street.
- Jeff Pregler stated that the primary reason that he applied for the grant was to be able to respond to the many requests that he receives for maps of bicycle facilities, shared use paths, etc. He wants the map to include not only the shortest route, but also the lower volumes streets that may be more comfortable for bicyclists and pedestrians.
- Don Brush acknowledged the influence of John Wettack, and his vision to provide bicyclists better ways to get across town.
- Linda Ritter stated that her role is to ensure that quality information is communicated to the public. She stated that a new CCP representative for the Safford District will start on August 23.
- Melissa Benton, Gordley Design Group, stated that her role it to implement the public involvement plan, and to make sure that all stakeholders are informed.

## Work Plan Overview

### *Current and Future Conditions*

- Brent Crowther explained that the study area generally includes the City of Sierra Vista incorporated limits and county islands, with exception to Fort Huachuca.
- The work plan consists of the following basic tasks:
  - Work Plan
  - Current and Future Conditions, Deficiencies
  - Public Involvement, Phase I
  - Plan for Improvements
  - Public Involvement, Phase II
  - Draft Final Report and Executive Summary
  - Final Report and Executive Summary
- A Bicycle User Map will be developed in conjunction with the Final Report. Karen Lamberton asked if the electronic files will be made available. Brent answered that the map will be created using ArcGIS and In-Design. The shape files will be provided to the City, County, and to ADOT.
- Brent reviewed the project schedule. The project is anticipated to conclude in spring 2011.

### *Identification of Needs and Deficiencies*

- A primary outcome of the review of current and future conditions will be identification of the Sierra Vista bicycle and pedestrian routes. These routes will consist of both direct routes on major streets, as well as in-direct routes on lower volume streets that are conducive to bicycling. Deficiencies (needed improvements) to improve these routes and make them more bicycle or pedestrian-friendly will be identified.

### *Public Involvement, Phase I*

- Melissa Benton summarized public outreach activities. This will include a public open house meeting, and on-line survey (surveymonkey.com) that will be distributed in conjunction with the public meeting. Gordley Design will also distribute fliers and newspaper ads, and will send notification to government officials. Melissa requested emails of members of bicycle organizations, which Jeff Pregler may be able to provide.
- The primary intent of Public Open House is to Open House solicit public input on the existing conditions. Displays will be developed that show existing facilities, key activity centers, etc. The public open house meeting will consist of a 10 to 15 minute presentation followed by a public review of presentation boards. Members of the project team will be available to answer questions. Several tables will also be set up that contain mapping of Sierra Vista, for the public to mark-up. The public may be asked to identify potential bicycle routes, key issues and deficiencies, etc.
- John Wettack agreed that early public involvement is important in issue identification, rather than a public involvement event after the plan is developed.
- John stated that local bicycling clubs will have a lot of knowledge on existing conditions and deficiencies. When discussing public meeting scheduling, it was stated that snow birds represent a relatively small proportion of the bicycle and pedestrian community.
- The group agrees that the public meeting should be scheduled as soon as possible. Potential locations are the Sierra Vista Public Library and the Windermere Hotel.

### *Program of Improvements*

- Projects that address the needs and deficiencies of the bicycle and pedestrian routes will be identified. These will be categorized into simple, moderately complex, and complex projects.
- Karen Lamberton stated that funding represents a large implementation challenge. In Tucson, policy changes helped in newly developing areas, but it took several years to construct bicycle lanes on the existing roadways.
- Michael Sanders asked about representatives of pedestrians and disability groups. Jeff serves as staff liaison to the Disability Commission. Jeff will be able to provide some names of representatives of disability group.
- In general, bicyclists in Sierra Vista are unorganized; it was suggested that fliers should be posted at bicycle shops, fitness centers, etc.

### *Public Involvement, Phase II*

- In lieu of a second public meeting to review draft study documents, study documents will be distributed electronically or posted on the project website, and made available at the City library, etc.

### *Final Documentation*

- The final report will identify future improvements to the bicycle and pedestrian routes, such as pathway connections, way-finding signage, etc.
- Final documentation will include development of the bicycle user map; the current expectation is that map will be approximately 18" x 24" and can be folded. The map may include safety tips.
- There was a question of how the Final Report will be presented to the City Council. Don likes idea of a final presentation; Brent Crowther suggested that the study team could prepare a PowerPoint presentation, and a brief Executive Summary, which City staff could present to the Council.
- Karen Lamberton asked if the study will address how to foster bicycle advocacy. Implementation of the Plan will require strong citizen advocacy. The City is the early stages of developing a cohesive bicycle and pedestrian advocacy. It would be helpful if a portion of the Final Report could provide insight into how the Tucson advocacy groups were established, how Tucson developed into a strong bicycle advocacy community, and how 'champions' emerged or were identified.

### **Next Steps and Roundtable Discussion**

- Data collection activities will continue. Karen Lamberton stated that she has existing, 2020 and 2040 model data that she will be able to provide. Jeff Pregler has a traffic volume database that he will provide.
- Other key data inputs that were discussed include:
  - General Plan, transportation and traffic circulation element,
  - Street sections are available in the Development Code, Chapter 8. Draft versions of the updated development code are also available; Don and Jeff will send the updated versions.
  - Existing ROW. Ryan Kooi will provide spreadsheet of street right-of-way data. They are putting it into GIS, but don't have it all. He also has pavement condition.
- Ryan stated that the City goal is to restripe the entire city each year. Arterial streets receive priority.
- Paving of multi-use paths is performed by public works. Ryan just completed a plan for acrylic seal on 2 year plan.
- Street sweeping of streets and multi-use paths is handled by parks and recreation.
- Fry Boulevard will be milled and resurfaced this year. The improvements will include new handicap ramps and street intersections. Currently, the improvements will not include adding bicycle lanes.
- Fry Boulevard is bicycle and pedestrian un-friendly. Crossings of Fry Blvd. need to be identified.
- Brent Crowther stated that there have been recent studies that show that reducing lane width does not compromise safety.
- Landscape improvements for the west end of Fry Blvd have been planned; however, no implementation timeframe has been established.
- The State Land Department has right of way information, but this research requires a significant level of effort. Brent clarified that he probably won't need that level of detail for state lands.

- Jeff Pregler is still working on obtaining crash data from the police department.
- Karen Lamberton asked if we are looking at potential funding sources. Karen said that she can provide some information on funding sources.
- Jeff Pregler stated that if an on- or off-street facility is included in the General plan, developers are required to put it in with construction.

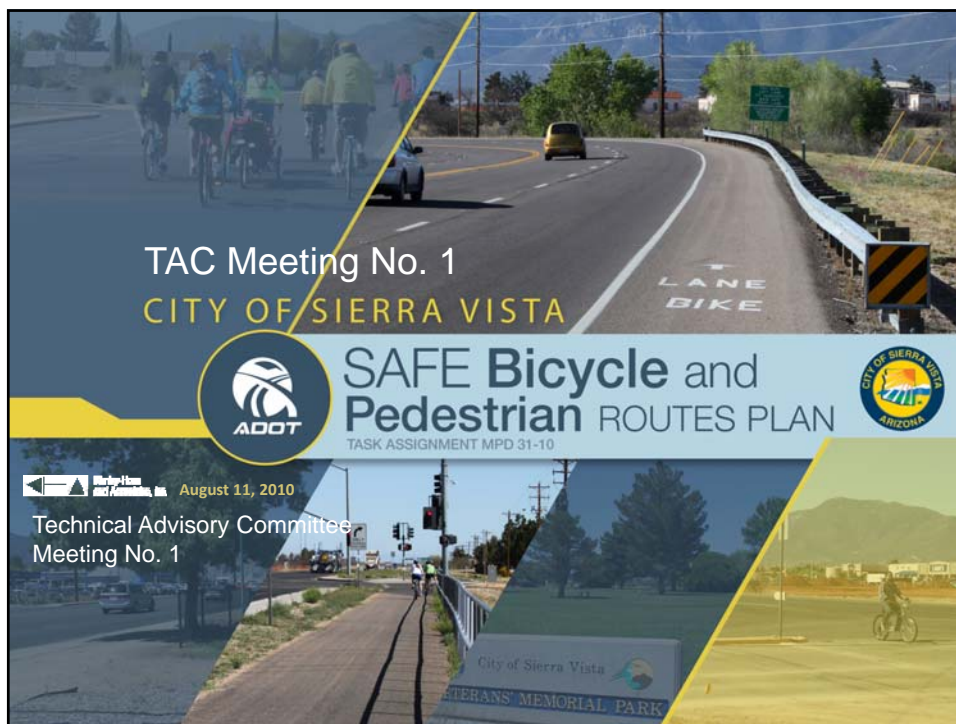
### **Mapping Exercise**

A table-top mapping exercise and discussion was held with the group. Key discussion items were:



- John Wettack stated that he has seen engineered shared use paths that have shown cracking, while the chip-seal paths have held up well.
- Karen suggested that a simpler black and white map, at the public meetings, is more likely to be marked up than a fancy color map.
- Parallel bicycle routes to Fry Blvd. should be considered.
- Carmelita Drive would be a good bicycle boulevard.
- Traffic calming was previously proposed on Carmelita; it was supported by a minority, but it was not implemented.
- There may be support for traffic calming on bicycle routes. However, the term “bicycle boulevard” may be too progressive at this point.
- Older neighborhoods, such as in the ‘west end’ area could be receptive to street improvements.
- The City has video detection at signals; this could be configured to sense bicycles. Ryan Kooi will provide an inventory of traffic signals with video detection.
- There is a signalized pedestrian crossing proposed for 7<sup>th</sup> Street, near the school.
- Existing mid-block sidewalks exist at Wilcox and El Camino Real, near the hospital; there has been on-going discussions regarding this cross walk. The City has expressed a desire to remove the cross walk.
- A pedestrian actuated signal may be a possibility on the shared use path that crosses Cherokee.
- Crossing of Fry Blvd. is very challenging. Additional opportunities to cross Fry Blvd. are needed.
- Local business groups have indicated a desire to remove landscaped medians. Shorter medians, to provide pedestrian refuge opportunities, may be a viable alternative.

### **Field Visit**

The TAC meeting concluded with a visit to a few locations in the City to view pedestrian and bicycle facilities, and locations where there are challenges. These locations included Lenzner/Fry Blvd., and Wilcox/El Camino Real.



TAC Meeting No. 1  
CITY OF SIERRA VISTA

 **SAFE Bicycle and Pedestrian ROUTES PLAN**   
TASK ASSIGNMENT MPD 31-10

August 11, 2010  
Technical Advisory Committee Meeting No. 1

City of Sierra Vista  
VETERANS' MEMORIAL PARK



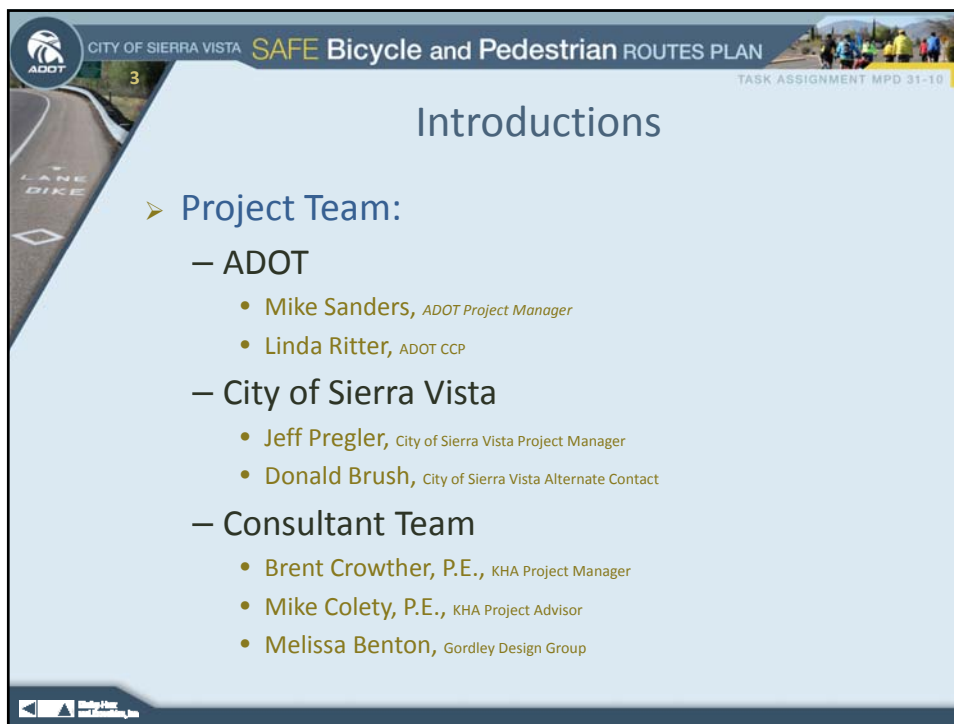
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## Agenda

- Introductions
- PARA Program
- TAC Roles and Responsibilities
- Work Plan Overview
- Roundtable Discussion
- Next Steps
- Mapping Exercise
- Field Visit





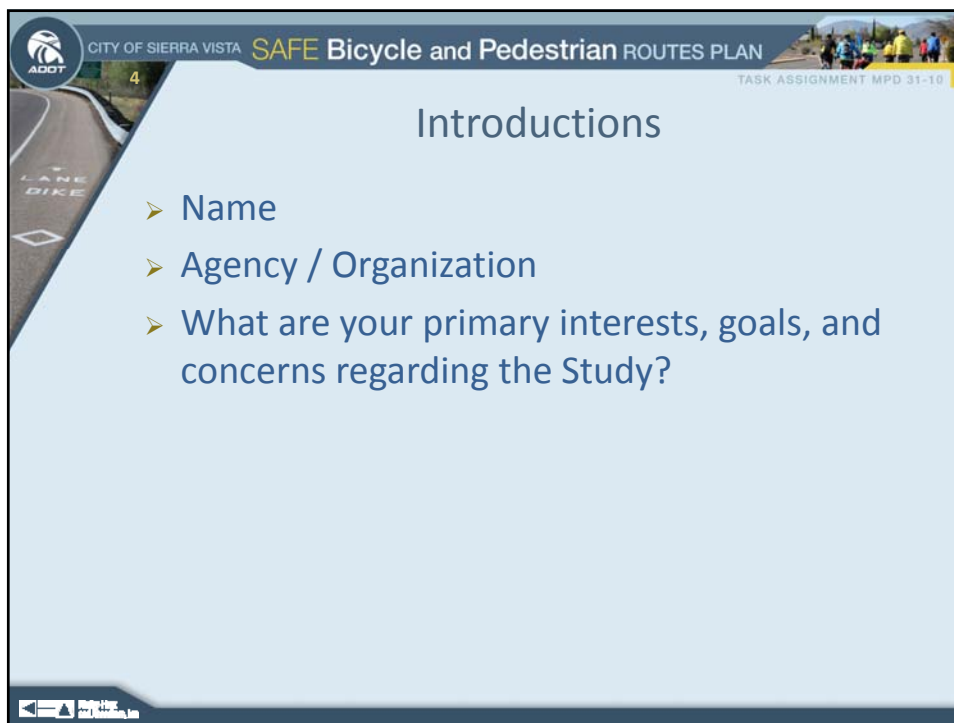
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## Introductions

- Project Team:
  - ADOT
    - Mike Sanders, ADOT Project Manager
    - Linda Ritter, ADOT CCP
  - City of Sierra Vista
    - Jeff Pregler, City of Sierra Vista Project Manager
    - Donald Brush, City of Sierra Vista Alternate Contact
  - Consultant Team
    - Brent Crowther, P.E., KHA Project Manager
    - Mike Colety, P.E., KHA Project Advisor
    - Melissa Benton, Gordley Design Group

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## Introductions

- Name
- Agency / Organization
- What are your primary interests, goals, and concerns regarding the Study?

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## Study Area

- Portion of City of Sierra Vista incorporated limits
- County islands
- Excludes Fort Huachuca

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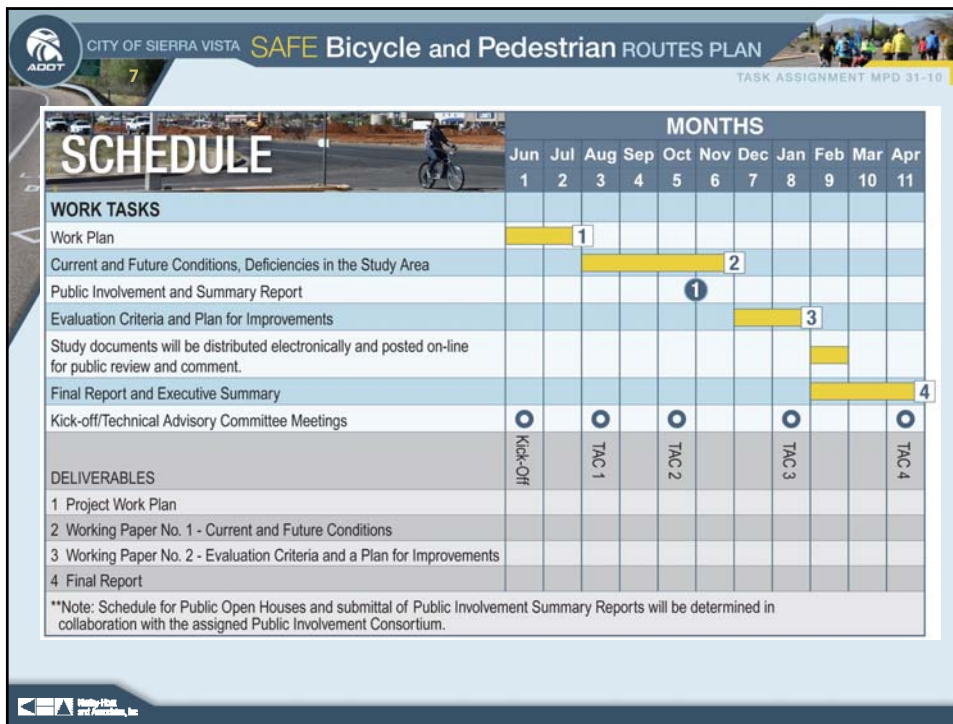
- Study Area
- State Highway
- Local Streets
- Land Ownership**
- Military
- State Trust

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## Work Plan

- 1. Work Plan
- 2. Current and Future Conditions, Deficiencies
- 3. Public Involvement, Phase I
- 4. Plan for Improvements
- 5. Public Involvement, Phase II
- 6. Draft Final Report and Executive Summary
- 7. Final Report and Executive Summary



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## Task 1 – Work Plan

- **Work Plan**
  - Study Area, Work Tasks, Project Schedule, Study Goals and Objectives, and Public Involvement Plan

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## Task 2: Current and Future Conditions and Deficiencies in the Study Area

- Identify bicycle and pedestrian routes that connect nodes and activity centers
  - Provide input to a bicycle and pedestrian “user map”
    - City of Sierra Vista bicycle and pedestrian routes
      - Shared use path network
      - Most direct route (e.g., shortest distance on major streets)
      - Local neighborhood streets
      - City designated bicycle routes
    - Schools, parks, and major commercial centers

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Study Area and Community Use

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## Task 2: Current and Future Conditions and Deficiencies in the Study Area

- Identify deficiencies on routes
  - Field review with planning and engineering staff, ADOT, and other key TAC members
  - Crash data, roadway functional classification
    - Example deficiency: safe crossings of major roadways, such as Fry Boulevard, SR 90, and SR 92.
  - Public input
    - Open House
    - On-line Survey

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Study Area and Community Use

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## Task 3: First Phase of Public Involvement

- Overview of Public Involvement Plan
- Open House format
  - Present information on current and future conditions, solicit input on needs and deficiencies

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## Task 4: Evaluation Criteria and Plan for Improvements

- Identify improvements that address the identified safety needs and deficiencies
  - Simple to complex projects that require significant planning, design, and funding
- Planning-level cost estimates
  - FHWA References (BIKESAFE, PEDSAFE)
  - Our knowledge of recent bicycle and pedestrian safety improvement implementations
  - City input

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## Task 4: Evaluation Criteria and Plan for Improvements

- Prioritize the improvements into near-term, mid-term, and long-term implementation projects
  - Consistent with cost, coordination required, implementation time frame
    - Simple improvements: 1 to 5 years to implement, relatively minimal cost
    - Moderately complex improvements: 6 to 10 years to implement, higher level of coordination and funding required
    - Complex improvements: 10 + years to implement; environmental, budget, or other coordination constraints

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LANE BIKE

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## Task 5: Second Phase of Public Involvement

- No Public Open House Meeting
  - Budgetary limitations
  - Electronic distribution and review of study documents, to previously established email distribution list
  - Solicit public input on information related to the program of projects

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LANE BIKE

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## Task 6 and 7: Draft and Final Report and Executive Summary

- Compile data and findings into a Draft Final Report and Executive Summary
  - Planning document that will be used to help secure funding for implementation
  - Recommendations to improve public awareness of bicycling and pedestrian safety

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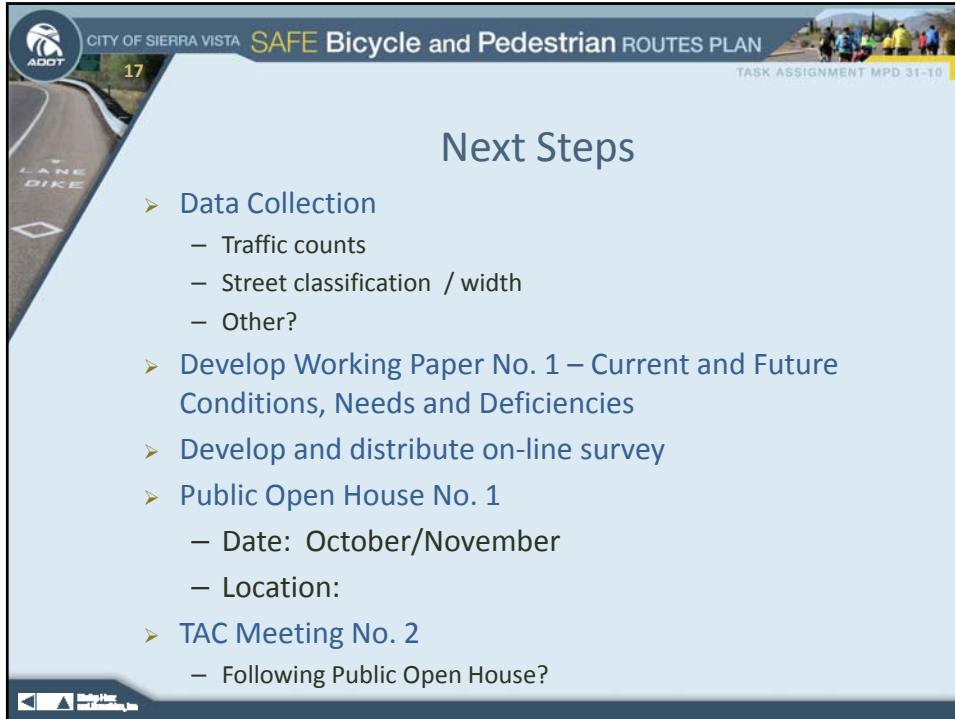
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## Roundtable Discussion

- Does the Work Plan address your perspectives, goals, and objectives for the study?
- Any other questions or comments?

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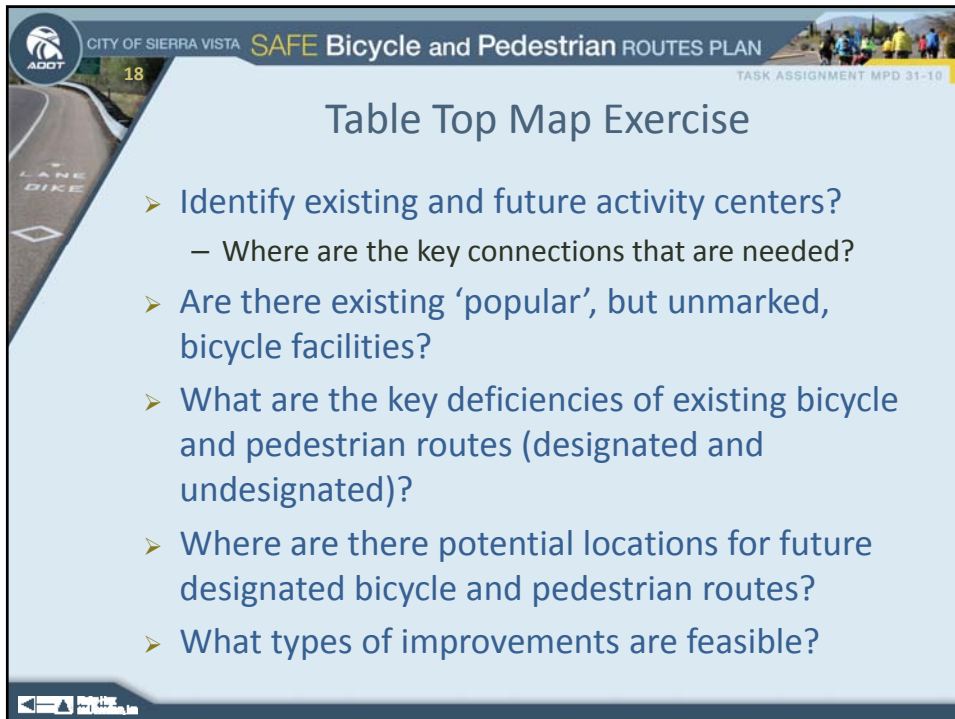


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## Next Steps

- Data Collection
  - Traffic counts
  - Street classification / width
  - Other?
- Develop Working Paper No. 1 – Current and Future Conditions, Needs and Deficiencies
- Develop and distribute on-line survey
- Public Open House No. 1
  - Date: October/November
  - Location:
- TAC Meeting No. 2
  - Following Public Open House?

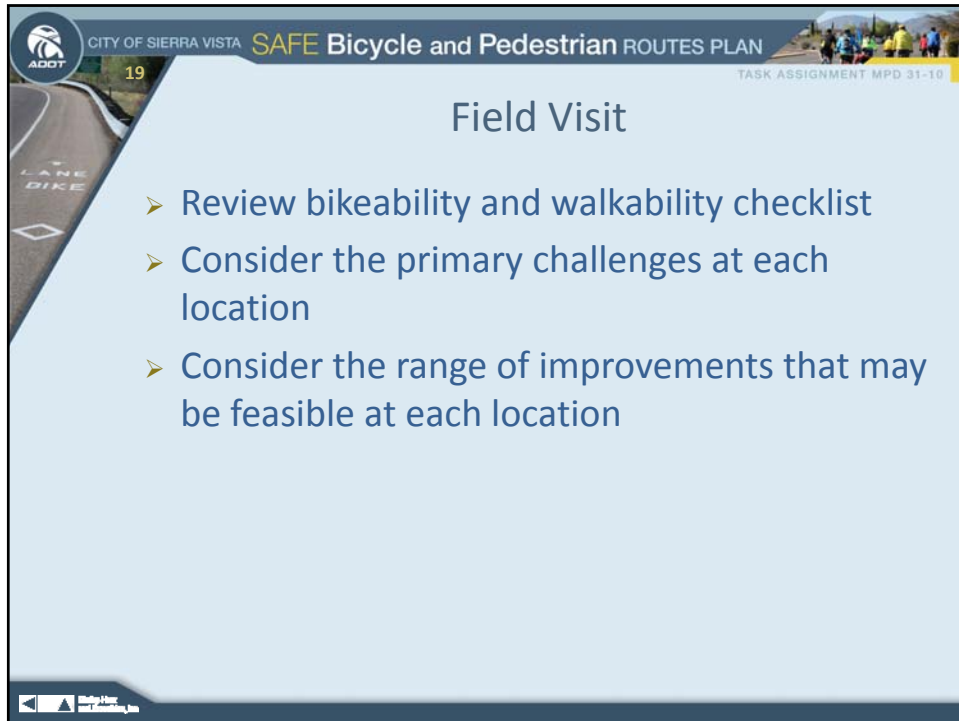


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## Table Top Map Exercise

- Identify existing and future activity centers?
  - Where are the key connections that are needed?
- Are there existing 'popular', but unmarked, bicycle facilities?
- What are the key deficiencies of existing bicycle and pedestrian routes (designated and undesignated)?
- Where are there potential locations for future designated bicycle and pedestrian routes?
- What types of improvements are feasible?



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## Field Visit

- Review bikeability and walkability checklist
- Consider the primary challenges at each location
- Consider the range of improvements that may be feasible at each location

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